

McDANIEL FAVORS NEW FRANCHISE

Minister Stir; East End Citizens to Adoption of Resolutions.

SCHOOL BOARD IS CENSURED

Competition in Privately Owned Public Utilities Is Heralded as Popular Safeguard Against High Rates and Poor Service—Viaduct Commended.

Heartily cheered by 500 people assembled in an open-air meeting in Chalmers Park last night, Rev. George W. McDaniel, D. D., pastor of the First Baptist Church, advocated the granting of the power, lighting and car extension franchises asked of the City Council by the Richmond and Henrico Railway Company. The fruits of his speech were realized in the unanimous adoption of a set of resolutions relating the Council to grant the franchises asked by the new company.

The meeting was held under the auspices of the East End Citizens' Association of Jefferson Ward, but long before the appointed hour, the club room and the association was crowded to suffocation. From all over the park were dragged to the open space between the tool house and the bluff, and the speeches were made there, under a big arc light. Fully 100 women were present, many of them school teachers.

In addition to action on the Richmond and Henrico franchise, the meeting adopted resolutions of fearful and wonderful construction. In which the dictionary is ransacked for adjectives in condemning the City School Board, Superintendent Harris and his associates for their use of "rag rule" as applied to public school teachers, and the prevention of the inalienable rights of free speech. One speaker called on the board and superintendent to resign.

Dr. McDaniel's vigorous speech was decidedly the feature of the occasion. He criticized the methods of the Virginia Railway and Power Company in seeking to prevent the granting of the franchises asked by the city. He declared its "service talks" declared for competition as necessary to the public good, and praised the benefits of the work of the new company.

He rose in response to the invitation of President Mat Davis of the East End Citizens' Association, Dr. McDaniel was asked to say something about the school investigation, which had just been disposed of. He merely remarked that it is a "concern of schools," like business, need horse sense. Then he plunged into the matter which he had come to talk about.

Found No Logic.
"I have seen in the case of the old company," he said, "an admission to read the 'service talks' in the newspapers. I have read the papers, and the 'service talks' are the most illogical things I have seen."

He said and argued that it ought to have profits on its investments. I desire to see no one engaged in a losing business. But the value of this concern's common stock has been quadrupled in the past few years. Some men, he said, have individually made as much as \$100,000 by this enhancement of value. Having prospered, the old company should be willing to see others in the same business prosper.

"One million dollars has been expended in Richmond by the new company. I know of one man in this city who has \$150,000 invested in it. If the Council did not mean to give the franchise to the new company, why the extension of its business, so that it might be allowed to live, it ought not to have granted its franchise in the first instance."

He then remarked, with many other expressions, that Dr. McDaniel was loudly cheered.

He argued that the Richmond and Henrico Railway Company has the plant for making much more current than it can consume.

Competition Argument.
"The old company," he continued, "says that competition in the gas business would be disastrous for the consumer. If the city owned the electric plants, such an argument would apply to them. All money earned by the gas plant goes back to you, the people of Richmond. But as long as the electric company is privately owned, it was wrong to make it a monopoly. Where individuals own a public service corporation, competition is necessary to safeguard the public."

"A widow has for years been furnishing electric lighting in the city of Fredericksburg. The Virginia Railway and Power Company, which has purchased riparian rights in the Rappahannock River, now seeks to introduce competition there, and if it does the custom of monopolies, it will put her out of business. If competition is good for Fredericksburg, why not for Richmond?"

The Transfer Rate.
The present rates of fare, said Dr. McDaniel, were brought about by competition, for the old price was \$1.00 but her out of business. He called attention to the fact that the Richmond and Henrico Railway must pay the old company 3 cents for each transfer it gives, so that on a labor ticket, for which the new company receives 24 cents, it not only hauls the passenger for nothing when a transfer is issued, but actually pays half a cent for the privilege of carrying him.

"Not so long since," he proceeded, "we heard ridicule of the project to build a viaduct to Fulton. It stands as a refutation of that ridicule. If I visit friends in Fulton, I can make the trip in from six to twelve minutes less time by using this viaduct. Girls who were formerly compelled to use Broad Street in reaching their homes

APPROPRIATION RESTORED

Senate Provides for Construction of Two Battleships

Washington, June 3.—The Senate Committee on Naval Affairs to-day is expected to restore to the House the appropriation bill for two battleships, stolen out by the House.

In addition to the battleships, the Senate committee provides for eight submarine torpedo boats instead of four voted by the House, retains the House provision for six torpedo boat destroyers, with no fuel ships, one to be built in the Pacific Ocean Navy Yard, a tender to destroyers and a submarine tender.

The committee struck out the House eight-hour restriction on government contract work, adopted an amendment incorporating the House plan for creation of a national council for defense, and provided the grades of admiral and vice-admiral for the commanders-in-chief and second officers in command, respectively, in the Atlantic and Pacific fleets while they hold such commands.

The committee fixes the term of all enlisted men of the navy at four years, with provision for voluntary extension of service. It authorizes the secretary to buy war material abroad in an emergency, and provides for the \$1,000,000 round the world wireless system which the House threw out of the bill.

The \$1,000,000 provision for a great wireless station system is designed to provide direct control of the American naval vessels from Washington throughout all probable spheres of action and to maintain direct communication with the possible possessions and Alaska, and the possible failure or destruction of cables is regarded by the Navy Department as vital to national defense.

Free admission of war material from abroad was urged by the administration, not because any such purchases now are contemplated, but that the Navy Department might be forced to buy abroad in an emergency. The House bill would make it impossible for the government to procure powder if the powder factory at Indian Head should be disabled, and the Senate committee declared that his election was brought about by bribery, will begin a series of speeches on the case.

Senator Lorimer reached Washington early in the day and rushed in his hotel until late in the afternoon. He went to the Senate and took his seat in the rear row of the chamber. His appearance attracted little attention, a few Senators greeting him as they recognized him in his accustomed place.

Senator Lorimer refused to discuss his plans beyond saying that he would make a speech in his defense, and that he regarded the Senate as the place in which to deliver any statement he cared to make.

"I have had nothing to say regarding this investigation," he said, "and I am not discussing that question. I have been ill, and am still weak, but I am getting better and I hope to continue to improve, and I shall speak if my strength holds out."

When he was asked regarding a poll of the Senate which indicated a majority in favor of unseating him, but he merely remarked that he had not seen the poll.

BATHS TOO COSTLY

Williams Wants Them Removed From Senate Office Building

Washington, June 3.—Charging that it cost \$5 to bathe a Senator in the luxurious bathrooms in the Senate office building, Senator John Sharpe Williams of Mississippi, to-day renewed the agitation for the removal of the baths to make place for public documents. The documents now occupy all the space in an abandoned car barn, and the discussion arose in connection with the appropriation bill appropriating money to continue the payment of the rent for that structure.

Mr. Williams suggested that the documents should be removed to the basement of the office building, but it was stated that all the space had been appropriated.

"Let us move out the baths," said Mr. Williams. "There is no use to have the German baths in the establishment of them aroused public criticism, and they are of little use. It is like going through a bull pasture with a red flag, which makes a bad impression on the bull. It gives the muckrakers a chance to rake, and the graft sent, worth while. There is no sense in it."

FORTUNE AWAITS HER

Heiress in Police Court Charged With Theft

Milwaukee, Wis., June 3.—A legacy of \$10,000 and an interest in three plantations in Louisiana is said to be awaiting Mrs. Courtney Weatherly, aged twenty-eight, years, formerly of New Orleans, who was in Police Court to-day charged with vagrancy.

ASPHALT BLOCK IN BROAD STREET

Bitulithic People Lose, Contract Going to I. J. Smith & Co.

FOUR MONTHS TO COMPLETE WORK

Available Appropriation Will Carry New Paving From Tenth Street Westward to Third. Bolling Shows Why Asphalt Block Is Best.

Asphalt block similar to that heretofore used in Richmond was selected for the paving of Broad Street by the Council Committee on Streets yesterday afternoon. An award of contract, subject to approval by the City Council, was made to I. J. Smith & Co., of this city, for paving with block manufactured by the Washington Asphalt Block and Tile Company, at \$2.25 per square yard, the paving to be laid on a six-inch concrete base, for which the city will furnish the cement. It is estimated that the available appropriation of \$100,000 will carry the work from Tenth Street westward to about Third, the Virginia Railway and Power Company paving with the same material between its tracks and for two feet on either side of its own tracks.

Under the Makers.
A curious feature of the bidding was that Smith, a local contractor, in his proposal underbid by 35 cents per square yard the Washington Asphalt Block and Tile Company, makers of the block. Some members expressed the fear that Smith might not be able to secure the block, but it was ruled that since his proposal carried a bond to complete the work in 120 days, it was the business of the bidder to secure the material.

The fight throughout was between the asphalt block and the bitulithic paving, an able review of the various classes of paving on which bids were submitted being read by City Engineer Bolling, who strongly recommended the asphalt block.

Each of the bidders was heard in support of his proposal. Mr. McGrath, representing the United States Wood Preserving Company, told of results obtained by the use of crooked wood block paving, which he held would prove the cheapest, not in first cost, but in durability and service. J. J. Curly spoke for the Washington Asphalt Block and Tile Company, and I. J. Smith for his proposal for asphalt block, wood block and granite paving. Charles Gasser and J. C. Weinbaum also spoke. Mr. Crawford, of the Crawford Paving Company, Washington, appeared for sheet asphalt, and the hearing was closed by Mr. Volker, an Attorney. L. O. Wendenburg, who appeared for the Atlantic Bitulithic Company.

Bolling Reviews Situation.
In a written statement reviewing his experiences with various pavings in Richmond, his observations in other cities and his judgment from engineering reports received, City Engineer Bolling took up each class of paving on which bids had been invited. Granite block he held to be the most durable, but was objected to because of the noise, rough surface and dust created by the accumulation of dirt in the joints. Wood block paving he characterized as a good paving when made of long leaf yellow pine properly treated, but his observations in other cities and his judgment from engineering reports received, City Engineer Bolling took up each class of paving on which bids had been invited. Granite block he held to be the most durable, but was objected to because of the noise, rough surface and dust created by the accumulation of dirt in the joints. Wood block paving he characterized as a good paving when made of long leaf yellow pine properly treated, but his observations in other cities and his judgment from engineering reports received, City Engineer Bolling took up each class of paving on which bids had been invited.

The bitulithic paving Mr. Bolling discussed at some length, saying that it was neither so smooth nor slippery as asphalt or wood block, but that it would have to be recoated every four or five years at a cost of 10 to 12 cents per square yard. His most serious objection was the excessive cost for cutting and replacing the paving in excavating for pipes and conduits, and the necessity of purchasing a plant and maintaining a stock of material in order to make such replacements.

The improved asphalt paving was open to essentially the same objections.

Favors Asphalt Block.
Of the asphalt block which was selected, the City Engineer said that it would make a smooth, hard and durable paving when properly laid on concrete. It is slippery, but not so much so as wood block or sheet asphalt. He described the method by which the blocks were made and their formula, and said that from experience here, when taken up to replace pipes, from 95 to 98 per cent. of the blocks can be reused. Some of this paving has been in use in Richmond for seven years, and is now in good order. Mr. Bolling reported that there was now 216,775 square yards of it in Richmond, laid at a cost of \$487,713.75. During the seventeen years that more or less of it has been in use, the total amount expended by the city for repairs has been \$275,814, or one-tenth of 1 per cent.

Mr. Bolling concluded his report: "Where the proper grade of blocks are used and they are properly laid, I regard the asphalt block as the best of all smooth pavings I have ever seen or examined."

Paid His Own Way.
In closing Mr. Bolling expressed his thanks to the United States Wood Preserving Company and the Atlantic Bitulithic Company for many courtesies on a recent tour of inspection. He made it clear that on that trip he had gone by direction of the Street Committee and had paid his own expenses. In order to be under no obligations, since whatever contract is awarded, work will be done under his supervision.

Moses Thalhimer, representing the Retail Merchants' Association, urged that the street be given a smooth and ornamental paving. A communication from the Society for the Prevention of Cruelty to Animals protested against

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WELCOME GIVEN TO FOREIGN FLEET

President Greeted Kaiser's Vessels in Hampton Roads.

HE IS RECEIVED BY GERMAN ADMIRAL

With Formal Calls Exchanged, Taft Hurries Back to Washington, While Visiting Officers and Sailors Are Entertained by Americans, Former on the Florida.

Fort Monroe, Va., June 3.—Out on the heaving waters of Hampton Roads, President Taft to-day welcomed a great foreign fleet to American waters, when he extended the hand of friendship to Rear-Admiral Von Roeder, commander of the German navy. While more than a thousand brawny German sailors stood at attention on the decks of the giant Moltke, Germany's battle cruiser, President Taft, in the presidential yacht, extended his hand in greeting to the German admiral and exclaimed: "Admiral, I'm glad to welcome you, and to have an opportunity to visiting the Moltke, one of the finest ships I've ever seen."

The President was escorted over the big German vessel, the crew standing at quarters, saluting as the party passed. Every part of the battle-cruiser was scrubbed and bolted, every spar and line bore its quota of brilliant bunting, and every individual sailor was trim in holiday attire.

Admiral Returns Call.
As the President left the Moltke, the German admiral, in turn, returned the call. He came aboard the presidential yacht, and on the gun deck a six-pounder barked out the twenty-one guns of the presidential salute. The President, his formal call of welcome to the German admiral, was a short dispatch to the American battleship squadron that welcomed the visitors swung idly at anchor. Seven great vessels, including the new dreadnoughts Delaware and Utah, drew slowly away from the president and the admiral exchanged courtesies. No sooner had the President returned to the Mayflower than the chugging launch of the Moltke swung away, and the German admiral returned to the Moltke.

As the admiral left the Mayflower the crews of all the ships in the double column, which the German admiral had passed up the Roads, manned the rails. Down the line the booming six-pounders roared their parting salutes. This ended the President's part in the formalities of the greeting of the foreign fleet, and the head of the Mayflower was turned upstream on the return trip to Washington. The officers of the American fleet took up the task of entertaining the visitors.

No speeches were made during the visit of the German admiral to the Moltke, but to-night a formal dinner was given the officers of the German fleet on board the Dreadnought Florida. Rear-Admiral Ward, commanding the American squadron, and Rear-Admiral von Roeder-Paschwitz delivered speeches, and the German admiral, in turn, returned the call.

The American officers were Rear-Admiral Ward, Rear-Admiral Winslow, Captains Benson, Knapp, Oliver, Hood, Snowden, Hoogeveert, Wilson and Welles, Lieutenant-Commanders Sellers, Leutenants Williams and Colonel Strong, and Captain Howell, representing the army. Rear-Admiral Ward, addressing the guests in German, said:

"In the absence of the commander-in-chief of the American Atlantic fleet, I become my plain duty to welcome you on behalf of myself and my colleagues to the waters of this country. I am all the more grateful for this chance because it affords me the opportunity to express my unfeigned sense of obligation for the hospitality extended to me during my tour of inspection as naval attaché at Berlin twenty years ago."

Due to Efforts of One Man.
"The German navy in its modern development is largely the result of the personal efforts of a single man, the emperor, whose vision and energy have become my plain duty to welcome you on behalf of myself and my colleagues to the waters of this country. I am all the more grateful for this chance because it affords me the opportunity to express my unfeigned sense of obligation for the hospitality extended to me during my tour of inspection as naval attaché at Berlin twenty years ago."

To his discerning influence we must add the efforts of our German Navy League, also an inspiration of his, which, with its magnificent membership of over 1,000,000, distributes throughout your country an intimate patriotic knowledge of the requirements of your navy and the necessity for its existence.

"But there is another cause which has contributed perhaps as powerfully to the present enviable efficiency of your fleet. I do not refer to patriotic devotion, but to the spirit of self-sacrifice, for these you share with other nationalities, but I do allude to the painstaking and unceasing efforts toward thoroughness without which no good organization ever can be perfect. If I say in my power I should suggest a motto for every man-of-war, it is the German phrase of which you German naval men are the living exponents: 'Learn to walk before you try to run.'"

"With the wish that your visit to America may be made as pleasant and instructive as you may wish your own when in your country, I raise my glass and drink to the health of His Majesty, the German Emperor."

The American and German officers rose in their places as they drank to the health of the German Emperor, speaking in English. He said: "Three times I have had the good fortune to come to America; therefore I feel myself among friends. My first visit in 1898 is a delightful memory to me. Again in 1902 I had an opportunity to observe the great progress and rapid development of the American Navy. However much I have

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TAFT WOULD HAVE HEARINGS PUBLIC

His Suggestion Follows Similar One Made by Roosevelt.

PROBABLY MEANS WIDE OPEN DOORS

At Least Newspaper Men Will Be Admitted When National Committee Takes Up the 230 Contests, Which It Must Settle Prior to Convention.

Chicago, June 3.—A letter from President Taft to Chairman Harry S. New, of the subcommittee on arrangements for the Republican National Convention, suggesting that the meetings of the national committee at which contests are heard be public, was received at the national committee headquarters to-day.

The President suggests that Mr. New take up with the committee the matter of open hearings, and that it be the committee's duty to make the deliberations over the contests, 230 of which already have been prepared for submission, be carried on in open session.

Chairman New to-night said the suggestion of the President will have great weight with the committee. This, taken in connection with the previous request of Colonel Roosevelt for publicity of the contest arguments, indicates that the doors probably will be thrown open, at least to newspaper men, when the committee takes up contested delegate cases Friday morning.

Few members of the national committee had reached Chicago to-night, and of those here none would make a public statement to the effect of the committee. The President's letter was the chief subject of discussion at Republican political headquarters to-night, and his declaration for publicity of the hearings is declared by his supporters now here to indicate that the Taft managers believe their contest cases are strongly prepared.

Taft Headquarters Opened.
Taft headquarters were opened to-day by Joseph B. Keating, of Indiana. Up to a late hour to-night only two Eastern representatives of the President had reached Chicago—John Ryan and A. E. Barry, of the publicity bureau. Mr. Keating wired Congressman McKinley, the Taft campaign manager, to hurry to Chicago. He is expected to reach the city to-morrow. The Roosevelt and the Taft headquarters have been established in the same hotel, the Alexander Hotel. The head of the Illinois headquarters, who returned this morning from Oyster Bay, gave out a statement to-night outlining what he said was Colonel Roosevelt's attitude toward convention organization.

"We are assured absolutely that there will be a clear majority for Colonel Roosevelt on the first ballot," said Mr. Keating.

"The only proposition in sight is to develop the strength throughout the convention preliminaries so that it ultimately will be concentrated in the hands of the delegates," said Mr. Keating. "The only thing else that is being considered by Colonel Roosevelt or by his friends prior to or during the convention."

Edwin W. Sims, who is acting head of the Chicago Roosevelt headquarters, told the arrival of Senator Dixon, that he had a telegram received from Oscar R. Hundley, a Roosevelt leader in Alabama. Mr. Hundley said that the two delegates from the Third Alabama District, instructed for President Taft, had given out a written statement that they would support Roosevelt, because they believed 90 per cent. of their constituency favored his nomination.

The Southern delegate situation was discussed by two members of the national committee who reached Chicago to-day. Henry S. Chubb, committee man for Florida, declared it was "a reflection upon the integrity of Florida Republicans to hint that they would not stand by their instructions for President Taft."

"Florida's twelve delegates are instructed for Taft," said Mr. Chubb, "and they will vote for him through-out thick and thin."

Will Fight Reduction.
General Powell Clayton, committee man for Arkansas, said that the national committee and delegates would organize before the convention to fight any proposal to reduce the representation of Southern States. The attempt made four years ago to reduce representation to the basis of the Republican vote cast in the Southern States caught the Southern delegates and committee men unprepared, he said, but if it is attempted again it would be fought in the convention.

Among the committeemen who arrived to-day besides General Clayton and Mr. Chubb, were Cecil Lyon, of Texas, and Sidney Beiber, of the District of Columbia, both Roosevelt supporters.

Victor Rosewater, of Nebraska, acting chairman of the Republican National Committee, is expected to arrive to-morrow, when the leading figures in the various campaign headquarters will also arrive. The fight to be made by R. B. Howell, recently elected national committeeman in Nebraska, to take Mr. Roosevelt's place when the committee organizes next Thursday is not expected to occupy that body long.

STEAMER A SECOND ARK

The Etolian Arrives With Cargo of Animals and Birds.

New York, June 3.—One of the largest cargoes of animals ever brought to this country is aboard the steamship Etolian, now anchored in Gravesend Bay awaiting to discharge her cargo. There are forty-nine Arabian horses, eighty Bombay monkeys and 7,000 singing birds, chiefly canaries.

AN OCEAN SAFETY ACT

Designed to Cover Lessons Learned in Titanic Disaster.

Washington, June 3.—An all-inclusive bill to be denominated "the ocean safety act of 1912," designed to cover all the navigation lessons drawn from the Titanic disaster, was introduced to-day by Senator Nelson, of Minnesota, chairman of the Commerce Committee, which, through a subcommittee, investigated that disaster. The bill includes stringent regulations for better wireless equipment, continuous operation, on ocean and Great Lakes vessels carrying fifty or more persons, just as provided in a bill which passed the House to-day, and almost identical with a bill already passed by the Senate. This wireless legislation vests control of the apparatus in the master of the vessel and, to avoid the wireless communication being shut off by failure of the vessel's engines, requires a powerful auxiliary supply that can communicate at 100 miles at all times.

The Nelson bill would recognize foreign steamship laws whenever they are as effective as American laws and regulations, would equip every passenger craft leaving an American port with sufficient lifeboats to accommodate everybody aboard, together with other safety equipment, and would create a commission of five persons to investigate foreign steamship regulations, and to make recommendations, by which rigid port examinations, boat drills, define qualifications of seamen; penalize failure to assist any person in distress at sea, and make criminally liable any master, commanding officer, steamship director, or principal agent of a foreign steamship company for sending from an American port a vessel so unseaworthy as to endanger life.

RATE SUSPENSION ASKED

State Commissions and Trade Bodies Ask South Atlantic Action.

Atlanta, Ga., June 3.—The Interstate Commerce Commission to-day was asked to suspend for 120 days the rates on coal, iron ore and other commodities recently issued by railroads operating in the South and Southwest, which was to be effective June 17. The petition for suspension was signed by representatives of five State railroad commissions and more than a dozen trade bodies of many cities in the South.

W. R. Pate, agent for railroads operating under the Southern classification, attended the conference to-day called by C. M. Candier, chairman of the Georgia Railroad Commission. Candier, in turn, called on the Interstate Commerce Commission, to secure the same suspension on the part of the Interstate Commerce Commission.

It was pointed out that the new classification contains 151 pages of printed descriptions, as against seven in the current classification, and affecting 1,930 rates, 700 or more being increases, in some cases as much as 300 per cent.

A committee of five was appointed to prepare a petition for suspension of the Interstate Commerce Commission. Franklin McNeil, chairman of the North Carolina Railroad Commission, presided over the conference. The State railroad commissions represented included Florida, North Carolina, Virginia and South Carolina. Freight bureaus of Memphis, Birmingham, Macon, Columbus and Jacksonville, also were present.

WATSON IS ARRESTED

Declares He Will Fight Charge Against Augustus, Ga. to Finish.

Augusta, Ga., June 3.—Thomas E. Watson, Georgia delegate-at-large to the Democratic National Convention, and one-time Populist nominee for the presidency, was arrested to-day on a Federal warrant charging sending obscene literature through the mails.

Watson was the guest at a midday dinner at Thomson, United States Marshal George White escorted the Georgia editor to Augusta this afternoon, and he was quickly arrested, and Friday morning at 11 o'clock fixed for the preliminary hearing, after which Watson returned to his home.

Watson has signified his intention of acting as his own counsel at the trial. In commenting upon the case against him, Mr. Watson declared that he was not concerned with the charge of circulating in connection with his published attacks upon the Roman Catholic hierarchy are quoted from a letter written by Watson, dated in 1895 in Philadelphia. He declared he will fight the case to a finish.

GREAT FIRE IN STAMBOUL

Two Thousand Houses and Several Mosques Destroyed.

Constantinople, June 3.—A great fire to-day swept over Stamboul, the Mohammedan section of Constantinople. The fire started in a small shop, and it still burning, but it was hoped its further advance had been checked. Two thousand houses and several mosques were destroyed.

Great distress has resulted to the poorer population, and pathetic scenes were plentiful outside the line of the fire. The fire started in a small shop, and it still burning, but it was hoped its further advance had been checked. Two thousand houses and several mosques were destroyed.

Sidna Allen's \$5,000 Bond Is Forfeited
Judge Recommends That It Be Added to Rewards Offered for His Arrest.

Greensboro, N. C., June 3.—Sidna Allen, the Virginia outlaw, under \$5,000 bond for his appearance here to stand trial for perjury in connection with evidence given in a case charging him with counterfeiting, was called out in United States court here this afternoon. Allen failed to appear, and the court instructed the clerk to attest the forfeiture of the \$5,000 bond, which is signed by Floyd and Jack Allen and other Carroll county, Va., parties. Judge James E. Boyd also ordered a capias instanter to be issued, but said he thought the sheriff had been justified in marking the capias "not to be found" without effort to locate Allen.

THE THOUSAND CHILDREN WAGE WAR ON FLIES

Swat Campaign Begins, and Health Board Begins to Count Dead.

WOMEN SEE HOW PLAN WILL HELP

Organize Committee to Handle Fly Problem as It Relates to the Home and Markets. Boys Form Clubs in Order to Win The Times-Dispatch Prizes.

Contest opens June 3, 7 A. M., and closes June 17, 5 P. M. It is open to every child in the city of Richmond, whether white or colored, who is not more than sixteen years old. Cash prizes will be awarded to children killing and turning in the largest number of flies, as follows: White children—First prize, \$20; second prize, \$15; third prize, \$10; fourth prize, \$5; and ten prizes of \$1 each—total, \$85. Colored children—First prize, \$20; second prize, \$10; third prize, \$5; and ten prizes of \$1 each—total, \$45.

Fly swatters and paper bags in which to place dead flies furnished free of charge, to all applicants, by The Times-Dispatch business office, Main Street, beginning 10 A. M. Monday, June 3.

Files may be trapped, swatted, poisoned or caught in any way except with fly-paper. Files to be delivered to office of City Health Department, fourth floor of City Hall, every week day between 4 P. M. and 6 P. M., and Saturday from 11 A. M. to 12 noon. No deliveries on Sunday.

Paper bags containing dead flies must bear name, age and address of child, and of one or more children may combine or form clubs, provided the entry is made in one child's name.

All questions or disputes to be submitted to contest committee, the decision of which will be final. (Signed) N. D. STELLS, E. C. WILLIAMS, M. D., C. C. HUDSON, M. D., Contest Committee, Citizens' Fly Extirpation Ass'n.

Five thousand young people entered the fly swatting contest opened yesterday morning by The Times-Dispatch in conjunction with the Health Department, and long before night bagged their first game. But few of the great number of contestants turned in yesterday afternoon their kill for the day, but those who did carry their victims to the city hall for counting had a big total to show. Only twenty-eight contestants registered, but these officially killed 46,764 flies.

Many times this number will bring in their bags for counting this afternoon, and the total killed for to-day will soon be high. Only one business office of The Times-Dispatch was crowded yesterday with youthful contestants, clamoring for the fly swatters distributed free to contestants by this paper. But in the counting the dead flies were given out with the swatters, so that the free swatters will be distributed to applicants as long as the supply holds out.

Club Heads the List.
The largest number of flies turned in by any single contestant yesterday was 18,800, being the result of the day's activity on the part of a club of boys who have joined forces in the hope of winning the contest and the money for a trip to the coast. The contestants came from every section of the city, and gave an indication of how universal the interest in the contest has developed.

It is not advisable for contestants to keep from the small number of contestants who registered yesterday afternoon. The officials at the health office are making preparations to receive to-day many times the numbers turned in yesterday, and will be rushed to the limit this afternoon, counting the flies delivered.

Women Look to Home End.
In order that the work of exterminating the pestiferous fly may be as thorough and far-reaching as possible, a committee of women was organized yesterday to engineer a campaign on home and market cleanliness. This committee will consist of the president of the Mother's Club, the president of the Woman's Christian Temperance Union, the secretary of the Young Woman's Christian Association and the secretary of the Equal Suffrage League.

The fly swatting committee realizes that the most unapproachable step at the same time the most threatening side of the fly problem is present in the homes and the markets. Flies on the street are open game for the 5,000 contestants, but are not the class of

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